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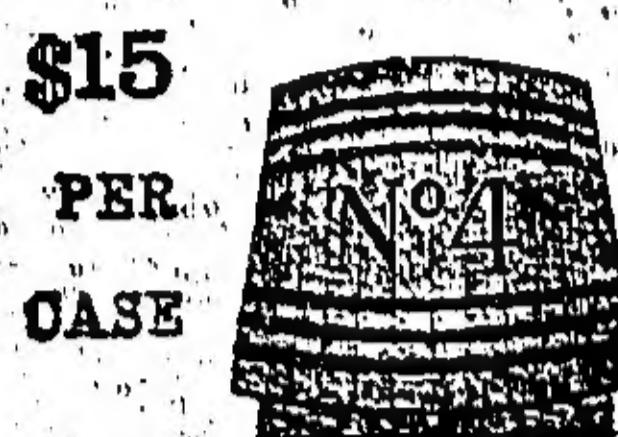
號三月九日九零九千一英

HONGKONG, FRIDAY, SEPTEMBER 3, 1909.

三九十七年元號宣

PRICE, \$8.00 Per Month.

THORNE'S
OLD VAT



This VAT WAS STARTED BY THE LATE ROBERT THORNE,
OF GREENOCK AND HAS BEEN SOLD AS NO. 6 SINCE 1845.

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

JAPANESE NAVAL CON-
STRUCTION.

The Ships to be Built by 1917.

According to the "Tokyo Maruhi" the battleships and cruisers to be built by Japan in the eight fiscal years 1910-17 are as follows:-

Years.	Tons.
42... [1 Armoured Cruiser (Ihukai)]	14,600
42... [1 First-Class Cruiser (Tone)]	4,100
43... 1 Battleship (Satsuma)	19,350
44... 1 Battleship (Akikaze)	19,800
44... 1 Battleship (Kuroshio)	14,600
45... 1 Cruiser	4,900
46... 1 Cruiser	4,900
47... 1 Armoured Cruiser	13,500
48... 1 Second-Class Cruiser	4,800
49... 1 Armoured Cruiser	13,500

44, however, the number of old warships removed from the navy list is increasing every year, the new construction will do much more than make good the losses. Thus by 1917, the tonnage of the battleships and cruisers, which now number 65, will only have risen from 42,000 tons to 49,000.

We learn from the "Japan Mail" that the "Jiji Shinpo" has an interesting article which greatly helps to elucidate the perplexing facts with regard to the development of the Japanese navy. The trouble is that there are three programmes in simultaneous operation, and that their respective periods have been altered from time to time to meet financial convenience. Thus, while the public saw that ships were being built, it was impossible to say what programme they belonged to, or what part of the general scheme they represented. These are the points now made clear by our contemporary's article. In the first place, there is the Third Period Incorp. This now extends over the period from 1903 to 1916. The ships already built under it are the following:-

Line-of-battleship Kawachi	18,400
Katori	15,350
First-class armoured cruiser Iwaki	14,020
The ships uncompleted are one line-of-battleship, one first-class cruiser and two small cruisers. Next we have what is called the Hosoku; that is to say, the supplementing programme. This extends over the period from 1904 to 1914 and the ships already completed under it are as follows:-	
One first-class armoured cruiser	19,350

Two or three cruisers.

Several destroyers and submarines.

The third programme is that called Hoju, or Implementing Programme. This extends over the period from 1905 to 1913. No ships have yet been constructed under it, but two line-of-battleships of 20,000 tons each have been laid down, and the following represent the vessels needed to make up the programme:

1 Armored cruiser;
2 or 3 Cruisers.
Several destroyers and submarines.

TINY INCORRIGIBLE.

High Wycombe's incorrigible, the boy of two and a half years, who was removed from the Toorlawn schools to the workhouse, on account of his foul language, is kept in quarantine and not allowed to mix with the other children.

He is a chubby little fellow, with big blue eyes, and goes innocently upwards while he rolls terrible words off his tongue. His bad language does not come in bursts, but his baby words are mixed with oaths and expletives that would be deemed out of place even at Billingsgate. It is hoped that by scoldings and little punishments he will be broken of the habit, but so far he has not improved.

Business Notices.

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A late tram will run to the Peak.
Hongkong, Augst 31, 1909.

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Hongkong, September 1, 1909.

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THE MITSUI BUSSAN KAISHA.

Hongkong, July 7, 1909.

NOTICE

APPLICANTS are invited for two
APPOINTMENTS as PROBATIONER
NURSE in the Medical Department. Such
applications together with references and
certificates of character should be forwarded
before the 10th instant to the Superintendent
of Civil Hospital who will give full
particulars as to salary, etc.

Applications are also invited for the post
MATERNITY NURSE. A knowledge of
colonial Chinese is desirable. For parti-
culars as to salary, etc., apply to the
Superintendent of Civil Hospital.

J. B. HUMPHREYS & SON
Hongkong, August 17, 1909.

103

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FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

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FRIDAY, SEPTEMBER 3, 1903.

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SMART
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White Canvas
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Heel,
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IN ALL SIZES.



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A Blend of the Finest Pure
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FINE MELLOW

FLAVOUR.

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ALEXANDRA BUILDINGS.

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THURSDAY NEXT.

First and Farewell Performance to

SIGNOR TORRAS.

ESPECIAL PROGRAMME.

ARTISTS:

PHILLIP SISTERS,
MADAME HARRISON,

MATINEES.

ON SATURDAYS AND SUNDAYS, AT 4 P.M.

Hongkong, March 6, 1903.

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With Home.

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S. MOUTRIE & CO., LTD.

Hongkong, April 16, 1903.

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and Quarry Bay residences.

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TELEPHONE NO. 22.

CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW.

Auction.

11 a.m.—Auction of an Assortment of Drapery at Mr. Geo. P. Lammett's Sales Rooms.

Miscellaneous.

4.15 p.m.—Fourth Meeting of Hongsong Gymkhana Club, at Happy Valley.

Amusements.

9 p.m.—Performance at the City Hall.

General Memoranda.

MONDAY, September 8.—

2.30 p.m.—Auction of Household Furniture, &c., at Mr. Geo. P. Lammett's Sales Rooms.

3 p.m.—Auction of Crown Land at the Public Works Department's Offices.

TUESDAY, September 9.—

2.15 p.m.—Meeting of His Majesty's Justices of the Peace at the Magistracy.

WEDNESDAY, September 10.—

2.30 p.m.—Auction of Household Furniture, &c., at Messrs. Hughes & Hough's Sales Rooms.

2.45 p.m.—Auction of Household Furniture at No. 13, Morrison Hill Road.

SATURDAY, September 11.—

Noon—Meeting of China Light & Power Co., Ltd., at Co.'s Offices.

3 p.m.—Meeting of Hongkong Hotel Co., Ltd., at Co.'s Hotel.

MONDAY, September 14.—

5.30 p.m.—Meeting of Hongkong Cricket League at Hongkong Cricket Club.

TUESDAY, September 29.—

2.30 p.m.—Auction of Valuable Household Land at Shameen, Canton.

The China Mail.

HONGKONG, FRIDAY, SEPTEMBER 3, 1903.

THE LURE OF THE NORTH POLE.

From the days of Ormus the Northman right down to the present year of grace, all races with a drop of Viking blood in their veins have felt the lure of the frozen North. For the mere lust of adventure, the early voyageurs sought to find a way through those inhospitable regions to the fabled land which was supposed to lie hidden behind the icy barriers, a land of calm delights and idyllic government where the joys of Valhalla could be anticipated during mortal life. Coming down the centuries to the spacious days of great Elizabeth, we find men still willing to go on the great quest, but now their objective had changed, somewhat, as well as the motives actuating them. It was to find a north-west passage to Cathay and Hindustan, and so, "to wrest the wealth of the Indies from the grasp of the Portuguese," to whom those regions had been given by Papal dispensation, that Capt. Flomster, Sir Hemmant Gillett and John Davis made so many daring attempts to win through to the farthest north. In the succeeding reign, Henry Horsey took up the quest and four times penetrated into the regions around Spitzbergen, once even reaching latitude 81° 20' N.; first for the Muscovy Com-

pany, then for the British merchants, and finally for himself. Low Countries and finally for himself, only to be beaten back by the ice and stormy weather. Jonas Poole followed him in 1610; then came Baffin in 1613; and Frobisher in 1615, after which for a century and a half the attempts to find a north-west passage and incidentally to reach the north pole were not resumed. With the extraordinary outburst of naval activity which followed the accession of George III., men's thoughts once more turned towards Arctic exploration, and Captain John Purvis, afterwards Lord Mulgrave, fitted out an expedition at the charges of the British Admiralty which had purely scientific objects set before it. But luck was not with him and Purvis did not reach so far north as old Henry Hudson had done with his far inferior ship, by fully 40 miles. Capt. Cook, the great navigator, was the next to attempt the task, and he proceeded by way of Behring's Straits, only to be driven back after reaching 70° 45' N. lat. His experiences greatly disheartened other explorers and it was not till 1806 that Scoresby, the mate of a Hull whaler, reached 81° 30' N. lat., or 510 geographical miles from the Pole. Scoresby has cut his name deep in the annals of the Farthest North, but space forbids our enlarging on his achievements. The subsequent expeditions of Beechey and Franklin in 1818, of Clavering in 1823, of Grahm (Danish) in 1828, of de Brossesville (French) in 1833, may be considered as virtual failures for they really added nothing to our geographical knowledge. Of the tales of heroism which each of these expeditions afford in ample abundance, we have not space to enter upon here; neither can we make more than fleeting reference to the last expedition of Franklin which led to his untimely death, to the voyages that were made in search of him by McClelland, McClintock and others, and of the daring expeditions led by Nares.

As the century advanced expeditions to the Polar regions grew more numerous. They were despatched by the French, the Danish, the American, the Swedish Governments, while many private adventures were made by men who had felt the call of the north and were determined upon penetrating to the heart of its baffling mystery. It is like taking up a book of the old Norse Sagas to read the various accounts which Arctic explorers have placed in print for the benefit of the stay-at-homes, and always the task has had to be abandoned incomplete. As the nineteenth century drew to its close the nations were following with breathless interest the attempts of Nansen, of Peary, of Wellmann, and the Duke of Abruzzi to reach the Pole. They each attacked the problem from different bases. Poor Andre, brilliant young Frenchman, conceived the idea of reaching the Pole by means of a balloon, and to this day his fate is uncertain. He sailed away and was never heard of again, though many have been the stories which Esquimaux tribes are supposed to have told of a mysterious god-like object dropping from the clouds and thereafter being killed. Following Andre's example, Wellmann, an American explorer, constructed an airship, but his two attempts have both ended in failure, the last only the other day. On July 17, 1902, Commander Peary set off from Sydney, Cape Breton, for yet one more try, and his intention was to establish a base on the Northern shore of Grant's Land from whence he hoped to make a dash with sufficiently laden sledges to the Pole. Other expeditions are also in and around the polar regions, among them being three under Danish leaders. But if the news which we printed last evening be true, the guardian has at last been won, and that by the representative of the young and vigorous American nation. Leaving a point in Ellesmere Land which lies to the North-west of Greenland and south of Grant's Land, in February, 1907, he is said to have reached the goal of his objective on the 31st of April, 1907.

And what did he discover? To begin with, he passed through a big game country and then came to land wherein are situated the northernmost rocks of the world. He made the great discovery, in company with two Esquimaux, and therein lies the disappointment of the scientific world, which likes to have such things fully corroborated; had he but had one white companion his story would be accepted without hesitation. As it is, a sceptical world hesitates and asks for the most positive proof. It is most unfortunate, but Dr. Cook is not the first to suffer such treatment. The wave of excitement which swept over England and all places where British folk do dwell at the announcement of Lieut. Shackleton's close approach to the Antarctic pole—he got within one hundred miles—will be as nothing compared with what must follow the arrival of this news in America. It is, we feel, a great thing which Dr. Cook has achieved and he is entitled to all the honours that the world can bestow upon him.

NEWS OF THE DAY.

A boatman was fined \$50 by Mr. F. A. Harland, at the Magistracy to-day, for making fast to the s.s. *Clara Johnson*.

Dialogue from *Golf Illustrated*.—Young man, do you not at times feel that this Sunday golf is jeopardising your chances of heaven?—Jeopardising Why it is heaven.

The Board of Agriculture estimates that the wheat crop throughout the United Kingdom will be above the average. There is a strong belief that the world's harvests generally will be above those of 1902.

A young man named Edward Legge, who attempted to intercept Mr. Asquith for "the good of his soul" on his way to the Foreign Office, has been detained at the Fulham Infirmary, and is said to be suffering from religious delusions.

Though the sultry weather still continues with us, athletic circles throughout the Colony are beginning to stir with reawakening life and the prospects for cricket, football, bowls and other sports during the coming autumn are already being discussed.

It is reported from Winnipeg that a terrible forest fire is in progress in British Columbia. The loss already reaches more than a million pounds, and several cities are threatened with destruction. The fire is advancing with great rapidity with a front of one mile. No lives have been lost.

Explaining to the Austell Guardians why he had not answered letters from their clerks, one of the overseers of St. Sampson's parish wrote:

"I may have received them, but still not opened them, making it a rule of my life not to open letters until I have a goodly number. Then I unmake a day's work of it. Always remember you are paid for your letter-writing; I am not."

Lord Avbury has asked the council of the London Chamber of Commerce to ascertain the opinions of various trade committees on the following two points:—The transference of the Easter Bank Holiday from Easter Monday to Easter Eve. The desirability of having a fifth Bank Holiday, or Thanksgiving Day, similar to the holiday observed in America. The idea is that in the first case clerks could have three consecutive days of leave, and in the second there would be a fifth Bank Holiday.

SOCIAL AND PERSONAL.

Mr. Shelton Hooper left to-day by the Tokyo Maru on a health trip to Formosa and Japan.

There is a growing feeling that Yuan-hih-kai is the only man who can relieve China from the tangle into which her foreign affairs have been placed, and rumour is busy in regard to his possible recall.

Mr. J. Bromhead Matthews (late of Pregrave and Matthews, Penang, and now Attorney-General, Bahamas) has been appointed by the Secretary of State for the Colonies to be Attorney-General of the Straits Settlements, in succession to Mr. W. J. Tapley. Mr. Matthews, who will arrive in Singapore to take over the duties in October, was called to the Bar in 1890, was acting Solicitor-General of the Straits Settlements from October 1902 to May 1903. For three years, from 1901 to 1904, he was a member of the Legislative Council. In 1907 he was appointed Attorney-General in the Bahamas.

Similar rumours have been current in Hongkong, but they do not appear to rest on any very satisfactory basis than the general dissatisfaction of the Spanish Fathers with the returns they are presenting receiving from house property and various mercantile investments in which they are interested.

HOW TO PREVENT BLOOD POISONING.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY. THIS remedy has been in use for over thirty years and has proved itself to be the most successful remedy yet discovered for bowel complaints. It is never taken cold but is applied to the abdomen in small doses and soon disperses

AFRAID DEBTOR WOULD RUN AWAY.

In the Court of Summary Jurisdiction this morning the No. 1 bar boy of the Belle View Hotel was sued by a shopkeeper for a sum of \$90.85 said to be balance due for provisions supplied. Debtor appeared and consented to judgment.

For plaintiff Mr. Roeder Harris applied that the debtor be committed to prison pending execution as he was likely to run away.

His Lordship asked the defendant—Are you going to run away?

Defendant—No, my Lord, I will not abscond.

Mr. Harris—It is more on the ground,

My Lord, that he is likely to hide himself.

His Lordship—Hide himself in the Colony?

Mr. Harris—Yes, my Lord.

Plaintiff was called and said he had many times gone to the hotel in order to get the money but he could never find the defendant. If he chose to hide himself in a room it was impossible to make a search.

His Lordship—That is true of anybody.

Do you think he did himself?

Plaintiff—Yes.

Defendant stated that when plaintiff called he had been out collecting debts.

Mr. Harris stated that he would drop the application.

Judgment was entered for plaintiff.

SPORTING

Hongkong Cricket League.

The sixth annual report of the above League, drawn up by Mr A. W. Brown, Acting Hon. Sec. and Treasurer, states:—

Nine clubs participated in the Shield Competition, viz., Hongkong 'B', Civil Service, Telegraphs, Hongkong 'A', Craigengower, Royal Garrison Artillery, Royal Engineers, Police, and Kowloon. The Shield was won by Hongkong 'B' after a keen struggle with Civil Service, the runners-up. The competing club were not so equally matched as in the previous season when four clubs went neck and neck for the championship. Some clubs found the League programme too arduous and failed to complete their fixtures.

The premier club, having a heavy inter-port programme before it, will not enter 'A' and 'B' teams for the coming season but will probably enter a capable second eleven. It is probable the Telegraphs will be unable to raise an eleven and will be merged in the Hongkong Club. It is anticipated that the Buffs will join the competition.

It has been suggested that a League XI. play a series of three test matches against the Hongkong C. J. It has also been suggested that a second division of the League be formed.

The method of placing clubs in the League table is the same as that adopted by the countries at home, viz., by percentages, and I would earnestly recommend that the method of arranging fixtures be likewise the same; that is, that the management of each club places itself what and how many fixtures it arranges as long as it arranges and plays at least half the maximum. If some such scheme as this is not adopted several clubs and many individual players will decline to take part in what they deem a too arduous undertaking.

The shield and gold medals were given into the keeping of Mr F. Maitland, the H. K. C. C. President by Mr W. D. Braithwaite, the Vice-President of the League, at the conclusion of the match with the Ladies Recreation Club.

Mr A. E. Asgar, the indefatigable Hon. Sec. of the League, left Hongkong for England in April and is expected to return in about two months.

The accounts show a credit balance of \$41,90.

The annual general meeting will be held in the Hongkong Cricket Club Pavilion on Monday, the 13th of September, at 5.30 p.m.

English Cricket.

Kent, which was second in the English county championship last year, comes out top of the list for 1898, with Lancashire, seventh last year, in second place, and Yorkshire, the 1908 champion, probably third, with Sussex close up. In the matches played on Aug. 26, 27 and 28, the Australians beat Sussex at Bradford, the West Indians beat Essex at Liverpool, the West Indians beat Warwickshire by six wickets; Surrey beat Worcestershire in a draw; Middlesex defeated Gloucestershire at Bristol by an innings and 31 runs; Lancashire beat Somerseteats at Manchester by 93 runs; Nottingham by an innings and 54 runs; Kent beat Leicestershire at Dover by an innings and ten runs; and Hampshire defeated Warwickshire at Southampton by an innings and 53 runs.

REVIEWS.

Coral Circle Tramps on North Pacific Ocean, by W. R. Jeffcott, Lieutenant, R.N.R. (Extra Master): Hongkong: Messrs. Kelly and Walsh, Ltd.

Captain Jeffcott has prepared a very handy volume which should appeal to every mariner traversing the North Pacific. He disclaims, having produced anything new or startling, merely something thoroughly practical; and he declares that should the little work be fortunate as to meet with the approval of those conducting the navigation of ships on these routes, he will be amply repaid for many "watches below spent in its compilation. After a capital digested introduction, Capt. Jeffcott devotes 10 pages to the "combined course," Cape Bojeador to Inubou-yaki; 13 pages to the "companion track" over the same course; and then goes on to provide mariners with assistance over the San Francisco-Northern Japan circle; the Mikasa-saki to Erimo-saki in that circle; the Faurettes Light to Makuro, Fiji; and the winter route from Honshu to Nossima-saki. Altogether, it is a book we can thoroughly recommend.

Travel and Exploration for August: London, Withney and Co.

Travel in far countries is being made easier and more comfortable every year by the efforts of those who have organized the navigation of the great rivers of the world and laying railways in lands that a century ago were unknown. How far modern science and energy has progressed in this respect is shown in the account number of *Travel and Exploration*, which contains accounts of three notable journeys. Mr G. B. Beck describes a journey which he made across Africa from Bamako to Mombasa; Miss Agnes Dean Cameron concludes a description, begun in the July number, of a trip from Edmonton across Northern Canada to the Arctic Circle; and Mr H. Whittaker gives an account of a journey across Russia, Turkistan and the Tianshan Mountains to India. "A Frozen Night on the March," is described by E. Elliott-Chandler. "Notes in French Indo-China," by Henry Bryant, is of more than usual interest. Considering the close proximity to French Indo-China, it is surprising how little we know of that region and Mr Bryant's article will help to remove many misconceptions. "An Elephant Raid in British Central Africa," has a special interest in that it was written by an African native. Mr Wm. Piercy, F.G.S., has translated it and added explanatory footnotes.

BOWEL COMPLAINT IN CHILDREN, by CHILDREN when teething are liable to attacks of diarrhoea and constipation, especially in warm weather, should never be neglected. The best medicine in the treatments of this kind is Dr. Wimbush's Cold Cinchona and Diarrhoea Remedy. When reduced with asar and sweetened, it is not only a remedy of great importance when given to children, but also by all adults and stockkeepers.

TOKYO LETTER.

(From Our Own Correspondent.)

TOKYO, Aug. 21.—The Japanese Residency General in Seoul has completed the compilation of the Budget for the forthcoming fiscal year. The total sum involved is reported to be about £1 million Yen in round figures, and it includes Yen 3,000,000 for the Residency General; Yen 2,000,000 for the Judiciary and Prisons, the administration of which was recently transferred to the hands of Japan; Yen 210,000 for education; Yen 3,000,000 is to be advanced to the Korean Government in accordance with special arrangements, etc. It is said that the expenditures for Communication and Railways are provided in special accounts.

It is reported by a commercial journal that the Government will shortly issue Treasury Bills amounting to Yen 10,000,000. These will bear interest at the rate of 4.8 per cent per annum. It is said that in the natural course of events all the private banks will follow the step recently taken by the Bank of Japan and lower their rates of interest. Changes may thus be expected in the money market, while on the other hand the Stock Markets have already become very brisk. Five per cent bonds have risen about 4 points and other Government securities and shares generally are tending steadily upwards. During the forthcoming four months about Yen 20,000,000 will enter Japan from foreign countries in the form of loans contracted abroad by Osaka and some other cities. In September the Government will pay out Yen 8,000,000 as interest on State loans, and in the following month it will redeem Yen 20,000,000 worth of securities. There is accordingly an idea current that all the private banks will lower their interest rates on fixed deposits to 4.8 per cent on an average.

The East-Asia Industrial Company has at length been formed through considerable friction among many leading business men of Tokyo concerning it. This company intends to supply materials to China in competition with foreign syndicates or in conjunction with them. The promoters will meet at the beginning of September with a view to passing the resolutions. It is needless to add that this association has been organized with special assistance from the Government.

The Chinese students in Tokyo, who are, it is alleged, indignant at the ultimatum recently given by the Janan to the Chinese Government, have held a meeting. They elected three delegates, one of whom is to proceed to Liang-tung, another to Shanghai, and the last to Peking with a view to organising a boycott of Japanese merchandise throughout China.

According to a late semi-official report, a financial agreement with regard to the Kirin-Changchun and the Mukden-Hamminut Railways was recently concluded between China and Japan. The fund to be disbursed by Japan on account of the Kirin-Changchun Railway is Yen 2,150,000 and on account of the Mukden-Hamminut Railway Yen 20,000. The disbursements are to be made in the form of a loan bearing 5 per cent interest and the bonds are to be taken at the price of 93 per 100. In the case of the first mentioned railway, the loan is to remain unredeemed for five years and to be thereafter redeemed in twenty years.

Commenting on the foregoing agreement, a leading Tokyo paper says that originally Japan was to have been part owner of the Kirin-Changchun Railway, but later she abandoned that right agreeing merely to be China's creditor for the amount of the construction fund.

The actual building work is to be done by China and the new line is to be hypothesized to Japan for the loan above mentioned.

As to the Mukden-Hamminut Line Japan sold it to China for Yen 1,600,000. One half of this amount has been paid by China and the remainder was left in the form of a loan on the security of the railway.

The amount of Yen 20,000 is one half of the cost of improving the line and converting it into a mercantile concern, China paying the other half herself. This settlement of the railway question has created a favourable impression in commercial and industrial circles, in both countries.

The equipment of the battleship Sazuma (12,550 tons) and the first class cruiser Iwaki having been completed, they will shortly be assigned to the standing squadron. It is reported that the battleship has been greatly improved since her first trials were drawn and she is now up to Dreadnought capacity, besides having special features garnered by experience in the Russo-Japanese war. The Iwaki is of the Invincible type. The new battleship Aki and the first class cruiser Kurama have been tried and have proved very successful. The Kurama is a sister-ship to the Iwaki. There are two battleships, the Kawachi and the Seita, now in course of construction at Keelung and Yokosuka Naval Stations respectively. The Kurama reports that the battleships will be of a higher type than the Sazuma, adapting the latest improvements. The displacements of all the new warships aggregated 68,400 tons. The Japanese Naval Office has ordered the Kawasaki Shipbuilding-yard, Kobe, to construct two cruisers of 6,000 tons each. The naval authorities, according to the Tokyo press, intend to provide turbine engines of 20,500 horse-power in the destroyers Umikaze, which is under construction at the Maizuru Naval Station. Two more destroyers of the same type will be built, and the speed of the boats is to be 33 knots each.

Baron Shibusawa and thirty-three leading business men of Tokyo and five prominent citizens left Yokohama on the 15th

GREAT BRITAIN AT BRUSSELS.

A UNIQUE EXHIBITION NEXT YEAR AND A FEW DEPARTURES.

The Empire is a consolidated whole interested with the Mother Country in a reform to be carried out next year with some 600 at the Brussels International Exhibition. Unique importance will attach to the British Section there. For the first time what may properly be called a representative national exhibit is to be officially attempted; and it should be noted that the organization which has been created for this purpose is at the service of all the Colonies and of India for purposes of information and negotiation connected with future exhibitions.

The British Section is being organized on novel lines. Exhibitors are no longer dependent on a voluntary committee; or if not, to meet their goods as best they can, or required to defray the cost of a general scheme of decoration; or engaged as exhibitors have always hitherto been, in a speculation the cost of which they cannot ascertain beforehand. The Section is in charge of a new Department of the Board of Trade, acting in personal touch with them, and taking responsibility for these matters.

French, German and other exhibitors have long been assisted in systematic ways. Our own were at a disadvantage everywhere. But the new organization undertakes to do more than is done for the exhibitors of any other country.

THE LION'S SHARE.

The most prominent position in the Exhibition grounds at Brussels, next to that of Belgium itself, has been secured for the general sections visitors will pass through the British Galleries to reach those of the United States, France, Italy, and other nations. In the Machinery Hall the portion allotted to Great Britain, occupying the centre, is more than one-third of the whole floor-space; and there will be an unprecedented and very remarkable show of machinery in motion.

At Brussels, therefore, a new era in British exhibiting will be opened. This comes as the result of a Departmental inquiry, made by a Board of Trade committee presided over by Sir Alfred Bateman.

The combined training of all arms is, of course, very desirable; but whether it is possible with such force as the Territorials, which must always include a large number of imperfectly trained men, is a matter for military experts. The officers who have just returned from the camps, however, complain that each branch was too much confined to its own department.

The Edinburgh "Terrors," for example, were distributed all over the country. The infantry were planted down at Abberdon in Fifeshire; the Yeomanry at Hedderton in Haddingtonshire; the Field Artillery at Buddon in Fife-shire; the transport at Launceston and Crayton Row, near Castle Douglas, serving other brigades; and the Ambulance and Hospital at Troon and Aldershot. All this scattering of the units may be fit and proper; but the lay mind may be excused if it wonders how the Lothian Brigade would shape if it were suddenly brought together on an emergency without any previous training in cooperation. Of course, that Edinburgh Garrison Artillery and Engineers were sent to their allotted posts along the Firth, and especially near Royston.

To encourage the facilities which it offers to exhibitors is to realize that a principal aim of the Exhibitions Department has been to simplify the business of exhibiting. These facilities are such that an exhibitor may know, to a penny, what his venture will cost him.

In except in the case of machinery, the only charge made within the Exhibition itself is a low charge for space; and estimates are obtained from Belgian contractors for the installation of machinery. This charge for space covers the provision of showcases, the cost of the general decorative scheme, the handling of exhibitors' goods, the publication of a catalogue in French and English, and some other benefits. "Handling" means that officials of the Commission will take delivery of packages at the Exhibition entrance; unload and place them on the space allotted; take away, store and return the packing cases and reload at the close of the exhibition. Further, the Commission will provide free of cost, as far as possible, an adequate supply of unskilled labour to assist exhibitors with the installation of their goods.

A UNIFORM SCHEME OF DECORATION.

To encourage the facilities which it offers to exhibitors is to realize that a principal aim of the Exhibitions Department has been to simplify the business of exhibiting. These facilities are such that an exhibitor may know, to a penny, what his venture will cost him.

It was matter of general remark that though they had to face some rather bitter weather, had infinitely better after their fortnight under canvas, and health considerably improved had taken place. No use was then going into camp on the first day of the training and again as they marched away could fail to be struck by the improvement in their demeanour. To many of the men, also, this was the first fortnight's holiday, as it might be called, they had ever known. It is already prophesied that the camp experiences will help recruiting in the coming year. "But if it had only been for three months!" was the exclamation of a brigadier.

MR CROSS AND 'CAMACHIE.'

Mr Alexander Cross, M.P. for the Cambachie Division of Glasgow, has definitely acceded from the Unionists, and will in future receive the Liberal whip. The change of sides, which is not entirely unexpected, is due to Mr Cross' Free Trade views, but on temperance and other matters he has for some time expressed opinions at variance with those of his nominal leaders. His intention to Parliamentary duties gave rise to a great deal of dissatisfaction among all parties in the constituency, and it is doubtful whether the local Liberals will accept him; they have fought him too long and too bitterly. It is not known whether he will give his constituents an opportunity of passing judgment on his action in a by-election; but whenever an election takes place, it will be three-cornered; the Unionists have chosen Mr Mackinder, who recently contested the Border Burghs, and the Labourites will also put forward a candidate.

MR CROSS AND 'CAMACHIE.'

The provision of showcases in a uniform style is part of the conception. It will not deprive exhibitors of individual character. Exhibitors are not even required to use these cases or any cases. If they desire to provide their own, then they will be encouraged to model them in the manner in which they are accustomed to the national scheme. But the provided cases may be had in all sizes and for all positions, and they are dust-proof, and extremely handsome, being made of seasoned mahogany selected under careful inspection.

Machinery involves, of course, the additional cost of foundations and shafting; but the laying of foundations by Belgian contractors will be superintended by a competent engineer, and hand-rails will be provided.

Another provision is that of a suite of rooms for exhibitors' agents. This is a new thing in exhibition practice. There will be a reference library and a staff of high-class interpreters attached to the establishment; and it will be furnished with all the necessary equipment for translation of business, correspondence and so forth.

The latest application for dissent comes from the Duke of Sutherland. His Grace is also the Earl of Sutherland, has presented a petition to the Scottish Court of Session for authority to dissent "the said Earl and estate" and "the estate and country of Ross." The particular land to be dissentient has not yet been specified.

The Sutherland family possess the largest landed estate in Great Britain, which includes almost the whole county of Sutherland, valuable lands in Caithness and Cromarty, and in various counties in England.

The announcement is important in view of the fact that the eldest son of the Duke, the Marquis of Stafford, will celebrate his majority in the course of a month or two.

The history of the family of Sutherland is principally concerned with the Earldom of Ross. The Earldom, dates back to 1292, and after the forfeiture of the powerful Earl of Ross died away, no other family in the North could compete with the Sutherlands.

The Sutherland family has adhered from the establishment of many great families from past exhibitions. The Earl of Lytton, Chairman of the Commission, and Mr U. P. Winter, Director of the new Theatre Royal, will be the chief managers.

For the first time in Hongkong, The Great Casino, will be open.

THE MERRY LITTLE MAIDS.

MISS HORNBY OF HOLLAND.

From the Prince of Wales, Theatre, London.

For the first time in Hongkong, The Great Casino, will be open.

H. V. N. A. H. V. N. A.

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STEAMERS	Leave	Connecting Steamers	Due	Due
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Steamer TONE	1 p.m. Sat/Day	Steamer TONE	Saturday, March 5	Friday, March 11
ARCADIA.....7000	Feb. 6	MANTUA.....10000	March 5	March 11
ABRAHS.....7000	Feb. 19	CHINA.....8000	March 12	April 8
DELTA.....8000	March 5	MAHWA.....10000	April 16	April 22
MACHODONIA 10000	March 18	(Through蒸氣船) BOMBAY	April 16	April 22
DIVANIA.....8000	April 2	MONGOLIA.....10000	April 20	May 6
DAVAE.....7500	April 16	MARMOLA.....16500	May 14	May 20
DELTA.....8000	April 20	MOBRA.....11000	May 28	June 3
DHARMI.....8000	May 14	MOLITAN.....10000	June 12	June 18

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• NYANZA.....6000	February 23	March 20	
• SUNDA.....6000	March 23	April 9	
• MALTA.....8000	April 2	May 7	
• SARDINIA.....6000	May 20	June 4	
	May 27	July 2	

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REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJLATJAP...	JAPAN	First half of Sept.	JAVA	First half of Sept.
TUIMAH...	JAVA	Do.	SHANGAI	Do.
TJILIWONG...	JAPAN	Do.	JAVA	Do.
TUJIRINI...	JAVA	Second half of Sept.	JAPAN	Second half of Set.
TJIPANAS...	JAVA	Do.	SHANGAI	Do.
TJIRODAS...	JAVA	First half of Oct.	JAPAN	First half of Oct.

THE steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Nether-lands-Indian ports on through Bills of Lading.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1ST FLOOR.

TELEPHONE NO. 376.

1307

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Commodity	Tons	Captain	For	Sailing Date
RUBI.....	1540	W. R. Almond	Manila	Saturday, Sept. 4, at 3 p.m.
ZAFIRO.....	2540	R. Rodger	Manila	Sept. 11, at noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, August 27, 1909. 1084

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT

MALABAR COAST).

S.S. INDEPURA.....17th September, 1909.

For Freight and Passage, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, August 25, 1909. 1073

S.S. AMIRAL DUPERRÉ.....

10,000 Tons. Captain X.

will be despatched for SAN FRANCISCO, and

other ports of call, on or about the 15th September, 1909.

For further particulars apply to

MESSAGERIES MARITIMES

Agents at Hongkong.

Hongkong, April 16, 1909. 1072

Shipping.

PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY.

S.S. 'MACEDONIA.'

10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R.

10,500 tons.

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